

## **MICHIGAN AERONAUTICS COMMISSION**

Minutes of Meeting

Lansing, Michigan

May 21, 2003

---

Pursuant to Section 31 of Act 327 of the Public Acts of 1945, the Commissioners of the Michigan Aeronautics Commission (MAC), created by said act, met in the 1<sup>st</sup> Floor Auditorium, Bureau of Multi-Modal Transportation, 2700 East Airport Service Drive, Lansing, Michigan, on Wednesday, May 21, 2003, commencing at the hour of approximately 10:00 a.m.

### Members Present

Fred Rakunas, Chair  
Sidney Adams, Jr., Vice Chair  
Dean Greenblatt, Commissioner  
Lowell E. Kraft, Commissioner  
Leon Hank, Commissioner  
Ken Heaton, Commissioner  
Guy Gordon, Commissioner  
Rob Abent, Director  
Barbara Burris, Commission Analyst  
Pat Isom, Legal Counsel

### Members Absent

Capt. John Ort, Commissioner

### From the Bureau of Aeronautics

Ron Seely, Airports Division  
David Baker, Airports Division  
Tom Krashen, Aviation Services Division  
Rick Hammond, Airports Division  
Pauline Misjak, Aviation Services Division  
Gerry Edwards, Aviation Services Division  
Randy Collier, Airports Division

### Also Present

Bill Blake, AOPA  
William Gehman, Former MAC Director  
Denise Daniel, NWA  
Mark Johnson, Livingston County Airport  
Mike Lynn, Capital City Airport  
Sean Brosnan, Willow Run Airport  
Larry Bowron, W.K. Kellogg Airport  
Mike Trout, Bishop International  
Edd Maynard, Wexford County  
Mark Johnson, Livingston County  
David Kauffman, Oscoda County

### Special Guest

Robert Gustafson

---

A list of all others present is attached to the official minutes.

## I. OPENING REMARKS

The meeting was called to order by Chairman Rakunas at 10:00 a.m. He welcomed all present. He recognized regular attendee Bill Blake of the Aircraft Owners and Pilots Association; former Aeronautics Director William Gehman; Sean Brosnan of the Willow Run Airport; Edd Maynard of the Wexford County Airport; and Larry Bowron of the W.K. Kellogg Airport in Battle Creek. He welcomed Ms. Denise Daniel of Northwest Airlines.

He noted the recent passing of Commissioner Alice Gustafson and recognized the attendance of Robert Gustafson, her husband. He asked Mr. Gustafson to join Director Abent and himself at the podium. Whereupon, they were joined by Commissioners Kraft, Adams, Greenblatt, Hank, Heaton, and Gordon.

## II. PRESENTATIONS

In a brief ceremony, a plaque honoring the life, memory, and service of Commissioner Alice J. Gustafson was presented to Mr. Robert Gustafson.

Commissioner Kraft read from the plaque:

### TRIBUTE TO ALICE G. GUSTAFSON

WHEREAS, Since 1991, Alice Gustafson served with honor, dignity, and great pride as a member of the Michigan Aeronautics Commission; and

WHEREAS, She was only the second woman chairperson of the Michigan Aeronautics Commission since the Commission's inception in 1929; and

WHEREAS, She diligently persevered as an advocate for pilots to ensure Michigan's system of airports were second to none; and

WHEREAS, Her commitment, enthusiasm, and love of aviation included a commercial pilot's license, instrument, multi-engine and seaplane ratings; and

WHEREAS, Aviation was only one of her many passions in life, as she will be remembered for what she gave back to numerous organizations in Michigan; and

WHEREAS, The members of the Michigan Aeronautics Commission, and all who had an opportunity to meet her, will forever miss her kindness, friendship, and beautiful smile;

NOW THEREFORE BE IT RESOLVED that the Michigan Aeronautics Commission does hereby acknowledge, on behalf of the people of Michigan, the many valuable contributions to Michigan aviation made by Alice Gustafson; and

BE IT FURTHER RESOLVED that the members of the Michigan Aeronautics Commission do hereby join in honoring the life, memory, and service of Alice Gustafson.

Commissioner Kraft called for a moment of silence in honor of Commissioner Alice J. Gustafson.

The ceremonial plaque was presented by Chairman Rakunas.

Mr. Gustafson accepted the plaque on behalf of Commissioner Gustafson. He spoke of her dedication to the Aeronautics Commission and her passion for flying.

Chairman Rakunas related his first encounter with Commissioner Gustafson. He invited those in the audience to share their experiences as well. He noted her graciousness and good humor.

Turning to the first item of business, the Chair directed attention to Exhibit A.

### III. COMMISSION BUSINESS

#### A. January 22, 2003

The Chair entertained a motion to approve the minutes of March 27, 2003.

A motion was made by Commissioner Adams, seconded by Commissioner Kraft, to approve the minutes of March 27, with the following errata:

An indication on the cover of the "Minutes from the Joint Meeting" with the State Transportation Commission will be corrected to reflect that Commissioner Kraft was absent from the meeting.

On page 11 of the Minutes of the Aeronautics Commission meeting, bullet # 2, will be corrected to read "\$150,000 per airport," as opposed to \$150 million.

Commissioner Gordon requested a correction to page 16 of the minutes where Director K.L. Cool's name was misspelled.

With noted corrections to the original minutes, the MOTION to approve the Minutes CARRIED.

The Chairman called on Steve Schultz, Manager, Electronic Facilities, to brief the Commission on the All-Weather Airport Access Plan.

B. All Weather Airport Access Plan - Frankfort

Mr. Schultz's remarks are paraphrased as follows:

As manager of the Electronic Facilities Section, Mr. Schultz is responsible for overseeing and implementing the bureau's All-Weather Airport Access Plan. While the plan has been in existence since 1959, it was more clearly defined with the development of the Michigan Airport System Plan (MASP) approved by the Aeronautics Commission in 2000. The plan identifies those airports that are deficient in meeting facility goals established by the MASP and lists those airports with specific needs. The MASP provides the following:

1) Dependable en route navigation. The State of Michigan provides assistance with this FAA function in terms of four very high omni-range stations (VORs).

2) Instrument approaches at airports. The FAA develops all instrument approaches, but due to budget and personnel constraints the FAA is unable to develop these as quickly as needed. The state assists by prioritizing airports and compiling as much information on the airport as possible. When needed, this material is forwarded to the FAA for approach development.

3) The MASP provides for real-time aviation weather reporting and dissemination. Weather is one of the most critical elements of flight—the more a pilot knows about the weather he will encounter along the route and at his destination, the more informed his decisions will be. A weather system is comprised of three elements; a) an automated weather observation system, or AWOS (the state owns and operates 29 systems); b) collection of weather data and processing for dissemination; and c) a weather briefing system.

The plan provides for two-way communications. This is addressed through the purchase and installation of ground communication outlets (GCOs). At towered airports, an aircraft is in direct communication with the tower for notifications of arrival. GCOs are used at non-towered airports. By clicking the microphone four times, the GCO dials a pre-

programmed phone number for the air traffic facility for the airport. When the facility picks up the phone at their end, the two parties are able to communicate over the phone lines. Following this procedure, a pilot can also file a flight plan. Mr. Schultz shared a map of the 29 GCOs in the state.

In determining whether to install a GCO at an airport, the bureau looks at specific criteria: a) whether the airport is a tier 1 or tier 2 airport; b) is it licensed general utility or air carrier (airports that are licensed as basic utility or tier 3 are not considered); c) is funding available and what is its source—federal, state or local, or a combination thereof; d) the economic impact to the community; and e) if the airport can achieve all-weather accessibility through the addition of a system.

All weather accessibility is achieved when an airport can provide four services: 1) an instrument approach; 2) approved current weather condition reports; 3) pre-flight weather dissemination; and 4) ground communication to air traffic control or flight service.

While budget constraints have prevented the implementation of the All Weather Airport Access Plan for over a year, staff have continued to conduct planning and siting activities at several airports, including Dow Memorial Airport at Frankfort (demonstrating). The FAA has granted approval for the system. However, due to peculiar siting concerns at the airport, a special notice to airmen (NOTAM) concerning the winds will be necessary. The FAA has stipulated that once the AWOS is operational, a NOTAM indicating that winds may be unreliable will be needed. In addition, the bureau will be required to conduct a study regarding wind effects.

Franfort has agreed to use all remaining AIP funds for this project. Therefore, the project will be funded 90 percent federal, five percent state, and five percent local. This particular system will be the first AWOS installation using federal funds.

Mr. Schultz asked for Commission approval for the installation of a weather system at Dow Memorial Airport in Frankfort, consisting of an AWOS, a weather briefing system, and a data collection system. Placement of this system at Frankfort will allow the airport to achieve all weather accessibility.

Mr. Schultz distributed a draft of the revised *All Weather Airport Access Plan (2003-2007)*. He asked the Commissioners to review the plan in preparation for its approval at the next meeting. He invited questions.

Chairman Rakunas requested that Mr. Schultz clarify the relationship of the AWOS at Frankfort to Traverse City and Manistee.

Mr. Schultz explained that Frankfort is trying to build up the airport and make it a viable general aviation airport. Located on the western Michigan shoreline, its weather conditions are unique and unpredictable.

Commissioner Kraft listed recent improvements to the airport, including a new administration building and T-hangars—an indication that the local community is supportive. He noted similarities with the Mackinac Island Airport.

The Chair entertained a motion for approval of the AWOS installation at the Dow Memorial Airport in Frankfort.

Moved by Commissioner Hank, with support from Commissioner Adams, to approve the installation of an AWOS system at the Dow Memorial Airport in Frankfort. MOTION CARRIED.

The Chair called on David Baker, Funding Manager, to present the 21 airport improvement projects under consideration.

C. Airport Development Program

With the aid of PowerPoint, Mr. Baker gave an overview of the first 20 projects listed for funding approval.

Federal/State/Local and State/Local Projects

Location	Total Allocation	Project Description
Clare Municipal Airport Clare	\$ 25,000	Airport Layout Plan
Detroit City Airport Detroit	\$ 792,000	Risk Analysis/Cost Benefit for Relocated Runway 15/23, Rehabilitate Taxiway H, L and M
Detroit Metro Wayne County Airport Detroit	\$ 23,066,667	Aprons and Taxiway Construction for the Midfield Terminal
Iosco County Airport East Tawas	\$ 42,800	Design of Runway, Taxiway, Apron Rehabilitation - Phase II
Delta County Airport Escanaba	\$ 500,000	Supplemental Transfer - Terminal Building Modifications and Expansion

Bishop International Airport Flint	\$ 1,038,300	Supplemental Transfer - Construct West Perimeter Road, Master Plan Update with Noise Contours, Perimeter Security Fencing and Terminal Security Improvements
Dow Memorial Airport Frankfort	\$ 105,000	Automated Weather Observation System
Fremont Municipal Airport Fremont	\$ 103,000	Land Acquisition
Fremont Municipal Airport Fremont	\$ 1,300,000	Construction of Wetland Mitigation, Construction of Runway 18/36 Extension and Lights, and Roadway Closure and Improvements
Gerald R. Ford International Airport Grand Rapids	\$ 4,628,355	Security System and Letter of Intent
Grosse Ile Municipal Airport Grosse Ile	\$ 365,000	Rehabilitate Taxiway Connectors, Install Animal Control Fencing
Ionia County Airport Ionia	\$ 223,783	Construction of Perimeter Road
Kalamazoo/Battle Creek Int'l Airport Kalamazoo	\$ 560,200	Supplemental Transfer - Jet Bridge, Security System, Snow Removal Equipment, Airport Layout Plan and Design Taxiway H
Price's Airport Linden	\$ 95,000	Design of Runway Reconstruction
Luce County Airport Newberry	\$ 69,500	Snow Removal Equipment
Owosso Community Airport Owosso	\$ 20,000	Environmental Assessment
Canton-Plymouth Mettetal Airport Plymouth	\$ 201,667	Rehabilitate Taxistreets, Site Preparation for T-hangars; Expand Automobile Parking and Improve Runway Safety Area
Presque Isle County Airport Rogers City	\$ 335,000	Supplemental Transfer - Land Acquisition and Rehabilitate/Extend Runway 9/27
Mackinac County Airport St. Ignace	\$ 50,000	Design, Expand and Rehabilitate Terminal Apron C-17

Kirsch Municipal Airport Sturgis	\$ 150,000	Preliminary Design Rehabilitation of 18/36 Runway, Design and Construct Lighting, Medium Intensity Runway Lights, Precision Approach Pathway Indicator for 6/24
Bay Community Airport Caseville	\$ 60,000	Airport Layout Plan

The Chairman asked Mr. Baker to outline the Caseville airport project, listed out of sequence.

Mr. Baker summarized the project at Caseville. Funding for this project derives from the 2003 State/Local/Small Airports Program.

The Chair deferred to Commissioner Kraft for commentary on the Caseville airport project.

Commissioner Kraft directed the Commissioners' attention to a letter included as part of Exhibit C in their notebooks. The letter, directed to Chairman Rakunas, et al, outlines his involvement in the Caseville airport project. Commissioner Kraft read from the letter:

This is a letter of disclosure regarding my role in the proposed new Bay Community Airport at Caseville, Michigan, to replace the private (not open to the public) Farver Field, which is not developable. Caseville has been on the Michigan Airport System Plan (MASP) since about 1970, and on the National Plan of Integrated Airport Systems (NPIAS) since February 1982.

I am the current Secretary of the Bay Community Airport Authority. There are four (4) member local governments in the Authority. I have no vote at the Authority. I am also the President of the Bay Airport Land Corporation, a non-profit corporation formed in 1979 to assist the then Caseville Township Aeronautical Board in land acquisition and funding for a new airport at Caseville. The Authority has now replaced that Aeronautical Board. The Land Corporation is now assisting the Authority in its land acquisition and funding. I am also a member of the Bay Aviation Club at Caseville, the operator of Farver Field.



The Authority has selected a consultant, Mead and Hunt, to update the 1985 Airport Layout Plan. Mead and Hunt will be working soon with the MAC Airports Division on a grant transfer for the ALP. I plan to abstain on any Commission vote on the Caseville project. To that end, we request that Chairman Rakunas ask for a separate vote on any grant transfers regarding Caseville, from which I will abstain. Since the Commission generally votes one all encompassing vote to include all project grant transfers, this procedure will allow me to carry out my responsibilities as a Commissioner on the other projects.

I would ask that a copy of this letter be placed into each Commissioner's agenda package for the May Commission meeting scheduled for May 21, 2003, in Lansing.

Thank you,

s/s

Lowell E. Kraft, Commissioner  
Michigan Aeronautics Commission

The Chair entertained a motion on projects numbered 1-20.

Whereupon a motion to approve the projects numbered 1-20 was made by Commissioner Adams and supported by Commissioner Heaton. MOTION CARRIED.

The Chair entertained a motion on project number 21, Bay Community Airport in Caseville.

Whereupon a motion to approve the transfer of funds for the project at the Bay Community Airport was made by Commissioner Adams and supported by Commissioner Heaton. MOTION CARRIED. The record notes that Commissioner Kraft abstained.

The Chair asked Mr. Baker to continue with the supplemental transfers listed in the Reports Section of the Commissioners' books.

In addition to the 21 projects previously identified, Mr. Baker briefed the Commissioners on seven supplemental projects approved by the Director since the last Commission meeting: (1) Iron Mountain—an increase of 13 percent to cover the cost of snow removal equipment, bringing the total project cost to \$157,167; (2) Iron Mountain—an increase of one percent to cover the cost of the rehabilitation of Runway 13/31, including construction

supervision, bringing the total project cost to \$664,500; (3) Cherry Capital Airport—an increase of nine percent to cover the cost of the local portion of project costs, bringing the total project cost to \$2,222,222; (4) Sawyer International—an increase of one percent to cover the construction of the north entrance road, rehabilitation of Taxiways A, B, C, and D, rehabilitation of Hangar 400, and removal/relocation of FAA navigational facilities, bringing the total project cost to \$3,861,938; (5) Capital City Airport—a change in the designation of funding source based on a request to use passenger facility charges (PFCs) as opposed to federal entitlement funds, resulting in no change to the total project cost; (6) Delta County Airport—an increase of 4.5 percent to cover the cost of security turnstiles, security barriers, security door lock replacement, and security blast analysis, bringing the total project cost to \$85,301; and (7) a supplemental transfer for Aircraft Rescue and Firefighting (ARFF)—a 15 percent increase to cover the cost of replacing ARFF training equipment, bringing the total project cost to \$117,750.

No official action is required on the supplemental transfers.

D. Appointment of Linn Smith to Airport Zoning Boards

The Airport Zoning Act provides that a staff member be appointed by the Commission to serve on the airport zoning boards. In 1998, the MAC appointed Rick Hammond to serve on these boards. With Mr. Hammond's reassignment as manager of the Safety and Services Unit, it will be necessary to appoint someone to replace him on the various boards. Linn Smith has agreed to represent the Commission on the eight boards that remain active.

The Chair entertained a motion to appoint Mr. Smith to represent the MAC on the eight active airport zoning boards.

Moved by Commissioner Adams, with support from Commissioner Greenblatt, to appoint Linn Smith to represent the MAC on Michigan's airport zoning boards. MOTION CARRIED.

The Chairman called on Director Rob Abent to present the next item.

E. Director's Update

Director Abent provided a briefing on topics of interest, paraphrased as follows:

- Work on the FY 04 budget has been completed by the Michigan Senate, and hearings have begun in the House. A more complete outline of the budget, including details on Aeronautics, will be presented at the MAC meeting in July.

- Mr. Abent reported that Airports Administrator Ron Seely had just returned from Washington, D.C., where he met with the Governor's staff and members of Congress on AIR-21. He deferred to Mr. Seely for an update on the meetings held.

Mr. Seely briefed the Commissioners on meetings held in Washington with the Governor's district office staff and Congressional representatives. Two resolutions passed by the Commission in March; one supporting AIR-21 and the other relating to the installation of a new control tower and radar at TVC, were introduced.

Mr. Seely reported that the Administration, the House, and the Senate, are each sponsoring separate legislation pertaining to the reauthorization. The House proposal; H.R. 2115, the Flight 100 - Century of Aviation Reauthorization Act, is a four-year reauthorization bill that calls for increasing AIP funding to \$4 billion in FY07. It would also maintain the current budget protections and increase funding for the Small Community Air Service Development Pilot Program to \$35 million per year. SB 824, the Aviation Investment and Revitalization Vision Act, a three-year FAA reauthorization bill, calls for increased funding for the Airport Improvement Program and the Small Community Air Service Development Pilot Program. The Senate bill includes a number of other airport priorities. For instance, it would streamline the environmental review and approval process and would require the FAA and TSA to pay for space the agencies use at airports. All three bills are similar in terms of funding. He noted that the only point of contention has to do with the alignment of slots into Regan National Airport. The reauthorization legislation is on the fast track, and passage is anticipated.

With regard to the resolution pertaining to AIR-21, passed by the MAC in March, Mr. Seely reported that the language had remained intact with the exception of one paragraph, which has been omitted from all legislative initiatives:

Modify the .66 percent (two-thirds of one percent) of AIP discretionary set-aside from state apportionment for super reliever airports, designating a \$1 million minimum per year entitlement . . .

Mr. Seely indicated that the super-reliever entitlement would likely be dropped and replaced by federal funding for T-hangars.

He added that this legislation is achievable and will likely be approved in the very near future.

On a query from Commissioner Kraft, Mr. Seely explained that language pertaining to passenger facility charges (PFCs) would likely be modified; that another tax of \$2.50 is

being considered which relates to security and the cost of explosive detecting equipment, et cetera.

Mr. Seely noted that the proposal relating to Traverse City was well received and appears to be achievable based on discussions with the Michigan delegation, albeit this initiative has languished for some ten years.

Director Abent continued with his report.

- On May 17<sup>th</sup>, the bureau held its 10<sup>th</sup> annual Teachers' Workshop, which, he remarked, was a huge success. He called on Tom Krashen to provide additional commentary on the event.

With the aid of slides, Tom Krashen, Aviation Specialist, briefed the Commissioners on the workshop held the previous Saturday:

The workshop, kicked off with opening remarks from MDOT Director Gloria Jeff, was attended by 184 teachers. Mr. Krashen acknowledged the assistance of the Aeronautics staff and the tireless efforts of Judge Michael Silver, who each year procures hundreds of items of aviation material for distribution to the attendees and their students. Dr. Katherine Sullivan, the first American woman to walk in space, provided a keynote address. Dr. Zemo, the "spin master," another keynote speaker, had people rolling in the aisles with his presentation on how motion, gyroscopes, gravity and centrifugal force relate to aviation. Teachers were able to participate in an introductory flight in the afternoon. Co-sponsor Lansing Community College supplied four aircraft for this event. Mr. Krashen shared an e-mail message of gratitude from a first-time participant. The workshop was "a resounding success."

Commissioner Adams echoed the sentiments of Mr. Krashen and highlighted the benefits derived from this event.

Director Abent commended staff for their selfless contributions to the success of this event.

- On May 22<sup>nd</sup>, at the invitation of Willow Run Airport Manager Sean Brosnan, Director Abent and staff of the bureau participated in a finance meeting and tour of the Willow Run Airport. He thanked Mr. Brosnan and invited others with an interest in Michigan's rich aviation heritage to visit the facility.
- Additional tours are planned for Benton Harbor, Oakland International, and Holland.

- Director Abent distributed copies of the *State Aeronautics Fund Overview*, a document prepared preliminary to discussions on the state budget. He asked the Commissioners to review it and submit comment or questions.
- He reported that the Office of the Auditor General is currently engaged in an audit of the Bureau of Multi-Modal Transportation Services.

The Chair called on Commissioner Dean Greenblatt to lead the discussion on the next item on the Agenda.

#### IV. DISCUSSION

##### Stationery and Other Items

Commissioner Greenblatt provided background on the subject of Commission stationery. Recently, a situation arose where it was necessary for the Commissioners to correspond in an official capacity with another unit of government; however, the only letterhead available to the Commission was that of the Department of Transportation. Concerns arose as to the appropriateness of the Commission using DOT stationery. Commissioner Greenblatt indicated that following discussions with other Commissioners, he had created a draft letterhead for use by the MAC. He indicated the stationery would not require professional typesetting, nor create any additional expense to the state. The letterhead would be computer-generated in black and white. He distributed a copy of the proposed stationery for the Commissioners' review and feedback.

Commissioner Adams concurred with the need for stationery exclusive to the Commission.

Commissioner Hank cautioned against a hasty decision. He stated that he had served on boards in the past; none of which, to his recollection, had had its own stationery. He questioned whether individual Commissioners would have the authority to speak for the Commission as a whole. He asked Commission Counsel Pat Isom for an opinion. He noted that there would be few instances where it would be necessary to communicate with the public, and that the standard procedure would be to turn action items over to staff to prepare a response on the Commission's behalf. He repeated the need to exercise caution.

Commissioner Greenblatt responded. He indicated that the MAC is somewhat unique when compared to other advisory boards and commissions in state government; to wit, the Aeronautics Commission has distinct responsibilities, with each Commissioner having responsibility to enforce the Michigan Aeronautics Code, and other expressed duties, which he invited Counsel Isom to address. Under the By-laws, he continued, individual Commissioners are charged with specific responsibilities, one of those being to correspond with other branches of government. He added that there are instances where individual Commissioners may need to correspond and act in an

individual or committee capacity. In short, he indicated, the responsibilities of the Aeronautics Commission are different than other state boards and commissions. Recognizing that and understanding the responsibilities of the Commissioners, he pointed out, present a need for official Commission stationery.

Counsel Isom noted that while the Commission is not merely advisory—it does have independent functions—as a matter of practice, correspondence has been done in the past on behalf of the Commission by the Director of Aeronautics. He noted, however, that the law, does not clearly address this.

Chairman Gordon pointed out that the Department of Natural Resources has a number of commissions and advisory boards and that none has their own stationery. He opined that any correspondence on a specific issue could be handled on behalf of the Commission through the Director or the bureau. He registered his opposition to the proposal.

Note: Post May 21, 2003, Mr. Gordon contacted Director Abent and advised that one of the three commissions/boards associated with the DNR (Natural Resources Trust Fund) does in fact have stationery with member names listed.

Commissioner Kraft weighed in on the subject. He indicated that numerous letters had been sent under his signature as Chair of the General Aviation Committee; that he found nothing improper in so doing.

Commissioner Hank conceded that such a use of the department's stationery would be entirely appropriate; however, he stated, he would have difficulty with Commissioners issuing letters on their own volition. He reiterated the need to exercise caution. He advised that the Commissioners could communicate by working through the Director without letterhead exclusive to the Commission.

Commissioner Greenblatt restated that the Commission has responsibilities apart from the Michigan Department of Transportation; that there is indeed division between the Commission and the department, as set forth in 1973, under then Governor Milliken; that the Commission is charged with responsibilities apart from the department; and that putting any official action of the Commission on department letterhead would be illogical. He advised that the issue of letterhead stationery would be demonstrative of an administrative act of the Commission.

Chairman Rakunas asked that the matter be put under advisement and deferred for further review between Commissioners Greenblatt and Hank.

Commissioner Gordon added that in the case of the DNR Commission, the letterhead used by the Commissioners could be interchangeable with that used by the Director of the Department of Natural Resources. He noted again his objection to stationery for the exclusive use of the MAC.

Returning to the Agenda, Chairman Rakunas called on Tony Fortin of Mio, who had previously requested an audience.

#### V. PUBLIC COMMENT

With the aid of PowerPoint, Mr. Fortin, Chairman of the Airport Advisory Board, presented a proposal pertaining to the Oscoda County Airport.

Mr. Fortin introduced three associates in attendance: Tim Scherer, Jim Marshall, and Dennis Kauffman, all members of the Airport Advisory Board.

Mr. Fortin asked the Commission to consider reclassifying the Oscoda County Airport from a Tier 3 to Tier 2 airport. The airport, located in the center of Oscoda County, is centrally located within 35-50 nautical miles of a full-service facility with paved runways. The Airport Advisory Board is joined in the effort to enhance the airport by the Oscoda County Office of Economic Development and the local chamber of commerce.

Mr. Fortin indicated that the airport achieved a Tier 3 status through default. He shared a brief history of the airport, statistics on operations, and system and facility goals. Year-round access will begin this year. Mr. Fortin listed facility improvements accomplished since 1998, when the county took over full ownership of the airport. The airport has established a tall structures zoning board. Plans call for improvements to both ends of the displaced thresholds. Installation of airport lighting is nearing completion, and construction has begun on the hangar. Mr. Fortin indicated that the airport currently interfaces with the MASP 2000. He stated that the U.S. Forest Service and the DNR have used the facility extensively for fire suppression and fire fighting coordination. The airport is also used for Gypsy moth suppression. He advised that future airport improvements would enhance recreation and tourism, and that ambulance and law enforcement agencies have registered support for the initiative. He invited questions from the Commissioners.

Chairman Rakunas commended the airport authority for maintaining the airport and planning for the future. As no official action was required at this juncture, he referred the matter for review to bureau staff. Recommendations concerning the status of the airport will be presented at an upcoming meeting of the Commission.

The Chairman opened the floor to public comment from the audience.

Mr. William Blake, Regional Representative of the Aircraft Owners and Pilots Association, addressed the Commission on behalf of the 13,500 Michigan members of the AOPA. He reported that over the past few months, the AOPA has been working to eliminate the student pilot criminal background check provision in state law passed approximately a year ago. A lawsuit, filed in federal court, is currently under review by the courts in Grand Rapids. The AOPA has filed a motion for summary judgment which concedes the facts and requests a ruling on the law. The AOPA's position is that the state law is unconstitutional and therefore preempted by federal law. Letters from the FAA and the TSA support this position. Mr. Blake referenced efforts to repeal the requirement of a criminal background check of student pilots, which include House Bill 3704. The bill has been referred to the Veterans Affairs and Homeland Security Committee and is expected to go to hearing in the near future. He asked for the department's support in eliminating the criminal background check requirement. The lawsuit is expected to be decided on July 24.

Mr. Blake reported that the Mayor of Chicago had dismantled Meig's Field in Chicago; that efforts were under way to add an amendment to an O'Hare expansion bill that is currently pending in the Illinois State Legislature that would require reopening and maintaining Meig's Field. The amendment is currently in the Rules Committee. The AOPA will continue with efforts to reopen the facility and expects an announcement regarding the proposal in the near future. He asked the members of the MAC to watch for this announcement.

The Chairman deferred to Commissioner Kraft for a report on the General Aviation Committee meeting held on April 24.

## VI. REPORTS

### A. G.A. Committee Meeting

Commissioner Kraft advised that based on a report given by Tom Krashen, all 88 general utility airports in the state had completed airport security plans, meeting the deadline set by the bureau for completion. The G.A. Committee has been involved in assisting flight schools in Michigan to improve their financial viability. An association, under the direction of George McAndrews of Western Michigan University, has been formed to address issues facing flight schools today. Commissioner Kraft reported that G.A. Committee member Cody Welsh had briefed the committee on the Linden Airport and had reported the project is going well. He announced that the Great Lakes Regional Fly-in would be held in Howell on Saturday, June 21, from 8-5. The committee also discussed a bill to bring aircraft registration fees and tall structure fees into the 21<sup>st</sup> century. The bill is currently under review by the Office of Governmental Affairs. He characterized the bill as an early attempt to supplement the funding appropriated under AIR-21. The next G.A. Committee meeting will be on June 26, 2003.



The Chairman called on Randy Collier, Aviation Specialist, to provide an overview of the Airport Managers' Workshop.

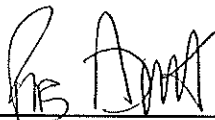
B. Airport Managers' Workshop

Mr. Collier reported that a program of workshops held in the late 1980s-1990s had been resurrected by popular demand. Two sessions were held, one in Ann Arbor, hosted by Airport Manager Jim Hawley, and the other in St. Ignace. The workshops are designed to enable airport managers at smaller airports to attend a low-cost, one-day training session conducted by Aeronautics staff. The program includes a basic organizational overview of Aeronautics, sessions on airport inspections, notices to airmen (NOTAMs), security and emergency plans, and a variety of other subjects. Suzanne Skubick of MDOT Communications presented a two-hour session on media and public relations. The afternoon concludes with a roundtable discussion and interaction. Mr. Collier indicated that the programs were well received, as evidenced by the many letters from airport managers in attendance.

Chairman Rakunas reported having personally received favorable phone calls about the workshops from managers in attendance.

There being no further business to come before the Commission, the Chairman announced that the next meeting would be held on July 23, 2003, in Battle Creek, commencing at 10:00 a.m.

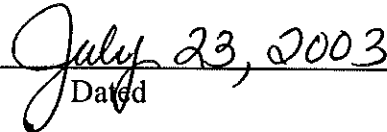
At approximately 11:55 a.m., the meeting adjourned.



Director



Chairman



Dated

